New Warrant for Arrest of Post Office omeial Surprised His Counsel and Made Proposed Hearing of Yesterday Unnecessary-Will Try to Stay.

There was a new turn vesterday morning in the prosecution of George W. Beavers, the former head of the division of salaries and allowances of the Post Office Department, on his appearance before Judge Thomas in the United States Circuit Court , Brooklyn, where argument was to have been made on motions in his behalf for a bill of particulars and for the quashing of the indictments found against himby the Federal Grand Jury in Brooklyn. Both Beavers and Mr. Seabury, his counsel, were taken by surprise when District Attorney Youngs announced that it was the purpose of the Government to have Beavers arrested on an indictment found in Washington and taken to that city for trial.

"If it please your Honor," Mr. Youngs said, "I deem it proper to state before argument proceeds that, acting under the direction of the Department of Justice at Washington, I have caused a complaint to be made here against the defendant, Beavers, based on an indictment found against him in the District of Columbia, and I have a warrant from United States commissioner Benedict of this district for his arrest on that complaint. In view of the fact that Beavers is to be arrested and sent to Washington it would seem not worth while to go on now with the argument on questions that have been raised in connection with the indictments against Judge Thomas said that he had a similar

view of the matter.
"But." interposed Mr. Seabury, "the defendant cannot be sent to Washington to be tried while there is an indictment pending against him here."

against him here."
"There is no use saying any more on that point," replied Judge Thomas. "I will send him to Washington if the case warrants it. I will see to it that the proceedings in this case shall not suffer any unwarranted

Judge Thomas said that he would release Beavers from the bond of \$10,000 which he had given to appear in Brooklyn for trial if the United States Commissioner should decide to hold him for trial on the Washing-

It was arranged, at the suggestion of Judge Thomas, that the argument on the two pending motions should go over until Monday, that in the mean time Beavers should be taken before Commissioner Beneficial Commissioner Benefi should be taken before Commissioner Benedict for arraignment on the complaint in the Washington indictment and that the existing bail should be continued, the defendant agreeing to furnish other bail in the sum required by the Commissioner on Monday. Beavers will give bail in \$10.000 before Commissioner Benedict on Monday morning, and directly afterward his counsel will argue before Judge Thomas against his transfer to Washington.

A deputy sheriff arrested Beavers in the corridor of the court house and took him before Commissioner Benedict. Arrangements, in accordance with the suggestion of Judge Thomas, were made for a hearing on Monday.

on Monday.

The Washington indictment was filed on Oct. 5, 1903. It accuses Beavers of conspiracy with the agent of a book type-writer concern whose supplies were formerly sold to the Post Office Department. merly sold to the Post Office Department.
The complaint on which the warrant was issued by Commissioner Beuedict was sworn to on June 1 by Post Office Inspector Frank E. Little. The filing of the complaint and the issuance of the warrant were kept secret until yesterday. In the new indictment Beavers is charged with entering into an agreement to receive money for promoting the interests of the typewriter concern and of accepting a draft for \$350 in pursuance of the agree-

ment between Beavers and Towers was signed, the former to receive \$25 on every \$200 paid by the Government for a book typewriter. Beavers is said to have re-ceived the \$350 draft, in pursuance of the said agreement, on July 11, 1903.

MARINE INTELLIGENCE.

HIGH WATER-THIS DAY Sandy Hook ... 3.29 Gov. 1'd ... 4:01 Hell Gate4:5 Arrived-WEDNESDAY, June 8.

Armenian, Liverpool, May 28. Deutschland (tank), Rotterdam, May 22. Syracusa, Santos, May 11-Seguranca, Colon, June 1-Agnes, Baracoa, June 2-Northman, Sablne Pass, May 30-Hamilton, Norfolk, June 7-SS Nupces, Galveston, June 1. Ss North Star, Portland, June 7. Ss Hernan Winter, Boston, June 7. Ss Benefactor, Philadelphia, June 7.

ARRIVED OUT. Ss Oceanic, from New York at Liverpool.
Ss Aurania, from New York at Queenstown.
Ss United States, from New York at Copenhagen Salled From Poreign Ports.
Sa Kalser Withelm der Grosse, from Cherbourgor New York.
Sa Majestis, from Liverpool for New York.

OUTGOING STRAMSHIPS.

La Lorraine, Havre. 700 A M beutschland, Hamburg. 10 50 A M Mongolian, Glasgow. Florida, Argentina. 12 00 M Santingo, Nassau. 12 00 M Vietlancia, Havana. 800 A M hansas City, Savannah ... Hamilton, Norfolk Arapahoe, Charleston El Dia, Galveston Ceitle, Liverpoel..... Monroe, Norfolk Tallahassee, Savannah Comal, Brunswick... Sall Saturday, June 11.

Scil Saturdar
St. Paul, Southampton
Liberpool
Kroonland, Antwerp
Friazes, Irene, Naples,
Island, Copenhasen
Astoria, Glasgow
Minnehaha, London
Graf Waldersee, Hamb'g
Fontabelle, St. Thomas,
Fliladelpha, Venezuela
Allethany, Jamalea
Bellaura, Argentiba
Morro Castle, Havana
Curityba, Matanzas,
Comancie, Charleston
El Valle, New Orleans,
City of Savannah, Sava'h
Li Monte, Galveston. 9 30 A M 8 30 A M 9 30 A M 9 30 A M 10 00 A M 12 30 P M

INCOMING STEAMSHIPS. bano
ity of Savannah.
eninsular.
omanche.
Carpathia. Savannah... Lisbon.... Jacksonville. Due To-morrow Liverpool . . . Hamburg . . . Savannah . . . Galveston New Orleans Arcadia. Campania. Leon XIII. Excelsior. A Gascogne. Havre..... terdam.

GOSSIP OF WALL STREET.

Conservative brokers, inclined to be optimistic, said yesterday that there was hardly enough real business as yet on which to predict a sustained improvement in the stock market, not enough, anyway, to make them feel very confident, but that the immediate situation was considerably more encouraging than at any previous time in severa weeks. They believe that on any further advance speculation will begin to broaden. The greater prominence yesterday of stocks like Union Pacific, Pennsylvania, Steel preferred, Pennsylvania and Atchison was favorably commented upon. There has been a change for the better in speculative senti-ment. The professional element is more friendly to the market. The operations of were of a very tentative character, owing to the lack of confidence in that side, and the fear that the improvement in prices may be merely a rally rather than the beginning o an upturn and that the market may flatten out again. Brokers who executed some of the largest commissions on the buying side of the market in the rise that followed the Northern Securities decision have been prominent as buyers this week. A better class of buying throughout the market was reported yesterday. The buying of Reading was said to be particularly good. The day's price advances, however, were attributed largely to short covering.

There was no response from London to the advances that had occurred here in the last hour of Tuesday's trading. The 2 o'clock London quotations varied but slightly from parity. The initial transactions in this marto % over Tuesday's closing prices, and al-though the activity of the first hour was not maintained prices tended upward until traders began in the afternoon to take profits on Tuesday's purchases. The reasoning on it were better to go long again 1/2 per cent continue and assume tangible appearances than to remain long of stocks when the mar-ket might flatten out abruptly, as it has had way of doing lately after rallies of 1 per ent. The stocks sold out yesterday at profits of from ½ to 1 per cent. could be bought back again if the market looked right. The improvement had reached at midday yesterday that critical point at which it was merely a guess between traders whether it would continue or not, and those who had profit in sight elected to selve them and take profits in sight elected to seize them and take no chances. Very few traders believe a big market is possible. Some believe, however, that if the advance were carried 1 or 2 points further it would start a covering movement that might put the market up 4 or 5 points.

The short covering so far has not been so urgent any where as to suggest a stampede of the short interest. It is the belief of persons whose information on the subject is the best to be had that none of the big shorts has started to cover. There has been nothing in the market so far really to scare them, such advances as have taken place being such advances as have taken place being easily attributable to technical conditions. "Those who are short of big lines of stock," said a 'broker yesterday, "are evidently stubborn in their belief that this is merely a rally and that it will peter out as several previous rallies have petered out in the last five or six weeks."

The marking down of stock loans from 1% to 1 per cent. has been the most prominent feature of transactions in the loan department for two days. The return of stocks to lenders, it is said, has represented the shifting of stock loans rather than the covering of short contracts. Consolidated Gas was in very active demand in the loan crowd yesterday, lending flat and at a premium of 1-16 of 1 per cent. It was supposed that the stock was being borrowed to be transferred. the transfer books closing yesterday afternoon. There continued to be a large demand for both Pennsylvania and Steel preferred, in which stocks there is evidently an ex-tended short interest. tended short interest.

draft for \$350 in pursuance of the agreement.

It is alleged that he agreed with W. Scott Towers, agent of the Elliott and Hatch Book Typewriter Company, to supply certain post offices with the style of machine manufactured by the company. Seven of the machines, according to the indictment, were furnished to the Boston Post Office and one each to seven other offices. It is charged that on Oct. 6, 1900, the agreement between Beavers and Towers was The trading in Ontario and Western yes. offer it down and fuse around until they get some stock there and then they grab, it." It is now believed that the big buying order executed on Monday by De Haven & Townand was sent from New York to Philadelphia and back again, in order to give the impres-sion that it was buying for the account of Philadelphia interests. The London buying a said also to have been ordered from New York.

"There have been a number of Pittsburg men in here lately," said a broker yester-day, without prejudice in saying it, "and if you listened to them they would make you feel bearish on this Steel preferred." The remark was directed at a client who had just expressed himself bullishly on Steel pre-ferred. "Yes," said the client, "and only yesterday I met a man from the West who said he had discovered what was the matter with the market. He had seen more empty freight cars between New York and Chicago, he said, than he remembered ever to have seen at one time before in his life. He was a violent bear on stocks. When stocks were anywhere from 28 to 50 points higher and declining every day that same man came out of the West and said: 'You are all crazy here. These stocks can't go down. The country is too prosperous. There isn't an empty freight car between here and Chicago. When Steel preferred was selling 30 points higher your Pittsburg people were bulling it, and they used to come here then and tell us how mad we were to he selling it short. It's down now, and they want us to sell it or

The strength of Steel preferred yesterday was attributed largely to short covering. The buying of the bonds, brokers thought, was better than that of the preferred stock. The latter, however, seemed to advance easily on a comparatively small volume of trading. G B. Hopkins & Co., Buckhout & Co., Ellingwood & Cunningham, Thomas Denny & Co., Talbot J. Taylor & Co., E. R. Chapman & Co. and Otto Loeb were prom nent buyers. Hallgarten & Co., Buttrick & Co. and Asiel & Co. were large buyers of the sinking fund bonds.

Flower & Co. were the principal sellers of Chicago Great Western common yesterday, the stock declining to the extreme low price of 12%. It closed at 13, showing a net loss of % per cent. Both classes of the preferred stock made fractional net gains.

The report of the Western Union issued yesterday was curiously scanned in Wall Street for more reasons than one. Owing to the recent anti-poolroom agitation, resulting the voluntary suspension on the part of the Western Union of its racing news service there was some curiosity to see whether the presumable loss of revenue from that source would show. Any falling off in earnings on that account, however, would be too recent to have reflection in the report issued yesterday, the earnings for the quarter ending day, the earnings for the quarter ending June 30 being partly estimated. But there was another reason why Wall Street should be interested in the report. It seemed hardly possible that the heavy retrenchment on the part of the big wire houses could have failed to affect adversely the earnings of the Western Union company. Hundreds of wires were dispensed with altogether and many were consolidated so as to reduce expenses. The net earnings for the June quarter showed a decrease of \$157,698 as compared with those for the corresponding quarter of last year and a decrease of \$42,000 as compared with those for the corresponding period of 1902. The net earnings for the twelve months ending June 30, partly estimated, of course, show a decrease of \$279,790 as compared with those for the preceding year. Everything con-sidered, the report was generally regarded as a favorable one. Wall Street, no doubt, exa favorable one. Wall Street, no doubt, expected that its reduced contributions to the revenues of the company would show more

FINANCIAL. To the Holders of the Capital Stock of the

MEXICAN CENTRAL RAILWAY COMPANY, Limited:

In view of the large floating debt of the Company, of the recent effort to classify the Board of Directors without previous notice to the stockholders, and of the published call by Bankers for the deposit of bonds for the protection of the interests of the bondholders of the Company, it seems necessary that a committee should be formed for the protection of the interests of the stockholders, and we have, at the request of holders of considerable amounts of stock, consented to act as such committee.

An agreement for this purpose has accordingly been prepared, dated May 24, 1904 copies of which can be obtained at the office of the Depositary, Central Trust Company of New York, No. 54 Wall Street, New York City, and at the agency of the Depositary, Old Colony Trust Company, Ames Building, Boston, Mass.

Holders of stock may deposit the same under said agreement with the Depositary in the City of New York, or in Boston at its said agency. Stock deposited may be withdrawn, without charge, as provided in the agreement. Certificates of the Depositary will be issued for the stock deposited, and an application will be made as soon as prac-

ticable to have such certificates listed upon the New York Stock Exchange. The right is reserved to terminate the privilege of deposit at any time without

previous notice. Dated, New York, May 24, 1904.

WILLIAM L. BULL, New York, Chairman. ROBERT B. VAN CORTLANDT, New York, GERALD L. HOYT, New York, GORDON ABBOTT, Boston,

F. G. BANBURY, Bart., M. P., London, Committee.

FRED. C. RANDALL, 54 Wall St.,

ADRIAN H. JOLINE, Counsel.

NEW LOAN \$3,000,000 OF CHICAGO, Illinois

Funding Gold 4s.

Maturing annually, January 1, 1907, to January 1, 1923, inclusive. Price (according to maturity) to yield from about 3.75% to 3.90%

These bonds are an eligible investment for the Savings Banks in the New England States.

Farson, Leach & Company,

35 Nassau Street, New York. PHILADELPHIA. CHICAGO

Germania Bank

of the City of New York.

Bowery at Spring Street, June 6th. 1904. Loans and Discounts. \$2,936,891.01
Overdrafts. 230.24
Due from Banks and Trust 917,286.73
Companies. 514,000.00
Stocks and Bonds. 1,263,404.74
Stocks and Bonds. 1,263,404.74
Cash 56,428,583.92
EDWARD C. SCHAEFER, President.

CHARLES A. KING, Vice-President.

BERNHARD BEINECKE, 2d Vice-President.

T. HENRY COOK, Asst. Cashier. The Bronx Branch, 155th Street and 3d Ave., will be opened on or about June 15th. BRANCH BANK:

PROPOSALS FOR NAPHTHALINE AND PETROLEUM PAPER—Phila. Depot. Q. M. Dept. 1428 Arch St. Phila., Pa., June 6th, 1904—Sealed proposals, in triplicate, will be received here until 10 clock A. M., Thursday, June 16th, 1904, for furnishing this depot with 10,000 pounds of Napthaline and 50,000 pounds of Petroleum Paper, conforming to sample at Schuyikill Arsenal. Bidders must state rate at which they will make deliveries. Government reserves the right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or

PROPOSALS FOR SUBSISTENCE STORES.—
Office Purchasing Commissary. U. S. Army, 39
Whitehall Street, New York City, N. Y. June 7,
1904.—Scaled proposals for furnishing and delivering subsistence stores in this city for the month
of July, 1904, will be received at this office until
11 o'clock A. M. on June 17, 1804. Information
furnished on application. Pavelopes containing
blds should be marked "Proposals for Subsistence
Stores opened June 17, 1804. addressed to Major
D. L. BRAINARD, Commissary, U. S. A.

FORT SLOCUM, N. Y., June 1, 1904.—Sealed proposals in triplicate for construction of post exchange building will be received here until 11 A. M., June 25, 1904, and then publicly opened. Information furnished on application. U. S. reserves right to accept or reject any or all bids or any part thereof. Bids must be enclosed in sealed envelopemarked "Proposals for Post Exchange" addressed R. W. KINGMAN, Q. M.

FORT WADS CORTH, N. Y., June, 1904.—Scaled proposals for building ward wing on hospital at post will be received until 10 A. M., June 15, 1904. Information furnished on on application. U.S. reserves right to accept or reject any proposal, or any part thereof. Envelopes containing proposals abpuid be endorsed "Proposals for building ward wing," addressed Lieut. Geo. L. Hicks, Jr., Q. M."

PROPOSALS FOR ORDNANCE SUPPLIES—Sandy Hook Proving Ground, P. O., Fort Hancock, N. J., May 13, 1904—Scaled proposals, in triplicate, will be received until 10 A. M., JUNE 18, 1904, for furnishing hardware, lumber, forage, fuels, oils, etc., during the year ending June 30, 1906. Information furnished on application. Lt. Col. CHAS. S. SMITH, Comdg.

U. S. ENGINEER OFFICE, New London, Conn. June 1, 1904.—Sealed proposals for dredging about 35,000 cubic yards in Housatonic River, Conn., will be received here until noon of June 11, 1904, and then public opened. Information furnished here or at U. S. Engineer Office, 305 Exchange Bidg., New Haven, Conn.

CHAS. F. POWELL, Lt. Col., Engrs.

U. S. ENGINEER OFFICE, Army Building, New York, N. Y., May 21, 1904—Sealed proposals for dredging in Shrewsbury River, N. J., will be received here until 12 M., June 10, 1904, and then publicly opened. Information furnished on application. C. W. RAYMOND, Colonel, Engrs.

U. S. ENGINEER OFFICE, New London, Conn., June 7, 1904.—Sealed proposals for dredging in Connecticut River will be received here until noon of June 18, 1904, and then publicly opened. Information furnished. CHAS. F. POWELL, Lt.-Col.

EXCURSIONS.

EXCURSION

UP THE SOUND EVERY SATURDAY AND SUNDAY

AFTERNOON MORNING
TO SEA CLIFF AND GLENWOOD.
(Stopping at Great Neck on Saturdays.)
The popular Steamer "NANTASKET"
will leave Pier 13, E. R. (near Wall St.), on
Saturdays at 1:30 P. M.: Sist St., E. R., 1:45
P. M. Ret, arrive N. Y. 9:35 P. M. On Sundays, leave Pier 13, 2:30: Sist St., E. R., 9:45
A. M. Ret, arrive N. Y. 0:30 P. M.

EXCUBSION 50C, TICKETS

WEST POINT, NEWBURGH &

POUGHKEEPSIE.

Engrs.

The Leather Manufacturers National Bank of New York. of New York.

NOTICE.—The Leather Manufacturers National Rank of New York, located at 29 Wall Street, in the City of New York, in the State of New York, is closing its affairs. All note holders and other creditors of the absociation are therefore hereby notined to present the notes and other claims for payment.

PRANK O. ROE, Cashler.

Dated April 18th, 1904.

TWO experienced bond men wanted. MILLS & COMPANY, members N. Y. and Philadelphia

PUBLIC NOTICES.

PUBLIC NOTICES.

PUBLIC NOTICE.

The City of New York, Office of the City Clerk. City Hall, New York, Office of the City Clerk. City Hall, New York, May 31, 1904.

The New York and Queens County Railway Company, having presented its application in writing to the Board of Aldermen of The City of New York, dated the fifth day of May, 1904, for its consent to, and a grant of the right, privilege and franchise for the construction, maintenance and operation of a double-track street surface railway, together with the necessary appurtenances as an extension or branch of its existing railway for street railway purposes in the conveyance of persons and property. In, upon and along the surface of certain streets, avenues and highways, a description thereof being as follows, to-wit.

Beginning at and connecting with the present traoks of the New York and Queens county Railway Company on Borden avenue, at its intersection with Celite avenue to therwise known as howery Hay road, thence northerly upon and along said Celite avenue to the intersection of said avenue with the centre line of Locust street, all in the Borough of Queens, in The City of New York and State of New York, which was adopted on the 24th day of May, 1904, and approved by his Honor the Mayor of said City, on the Sist day of May, 1904, and approved by his Honor the Mayor of said City, on the Sist day of Man, 1904, in the Borough of Manhattan, in The City of New York, on Wednesday, the Isth day of June, 1904, at eleven o'clock in the forenoon, such application of the said New York and Queens County Railway Company will be first considered, and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesaid, as an opportunity will then and there be given to be heard in relation thereto.

plainly in the earnings as a whole than they seem to show.

Only a few weeks ago the hard coaler stocks, especially Reading, were the objects of much bearish attention, the investigation of the alleged anthracite trust giving rise to all sorts of apprehensive talk. That bear talk has all disappeared. Succeeding it there is nothing but optimistic comment on the flourishing condition of the anthracite coal trade, and whereas it was rumored very recently that the dividend on Erie first preferred would have to be reduced at the next dividend period, the tone of the prevailing comment even on Erie is now bullish There has been a large short interest in Eric, Reading and other coaler stocks. A good deal of that which existed in Eric was covdeal of that which existed in Erie was covered a fortnight ago, but a considerable short interest in Reading existed at the beginning of this week, and probably exists still, although a good deal of short stock must have been covered on the advance to 46%. The buying yesterday was said to be of an excellent character. Prominent in it were Rutter & Gross, Fahnestock & Co., Willia wood & Cunningham. A. Housman Ellingwood & Cunningham, A. A. Housman & Co., Dick Bros., S. B. Chapin & Co. and Wolf Bros. Some of the buying was thought

to be for Philadelphia account. No More Gold Expected to Go Now. It looked yesterday as if there would be no more shipments of gold to Europe for a considerable time. Lazard Frères again declined yesterday to ship the \$550,000 of gold bars engaged by them for shipment several days ago, and all other engageseveral days ago, and all other engagements of gold at the Assay Office have been cancelled. One banking house informed supt. Mason that it would like to make a provisional engagement of gold, to be taken at such time as the house might elect. Mr. Mason said he could not accept such an engagement.

The sharp rise in the rate of sterling exchange in Paris recently was said to be chiefly responsible for the cancellation of orders. There was a break of 15 points in sterling exchange in New York on Tuesday.

FINANCIAL NOTES.

The bonds may be invested in by savings banks in New England. They mature annually from Jan. 1, 1907, to Jan. 1, 1923, inclusive. The price at which they are offered, according to maturity, yields from 3.75 per cent, to 3.90 per cent. The Germania Bank will open its Bronx branch, at 155th street and Third avenue, on or about June 15.

OCEAN STEAMERS.

NFORMATION

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Salling Saturdays, 9:30 A. M. Pier 15, N. R. St. Paul......June 11 St. Louis.....June 2 Philadelphia...June 18 Germanic...July ATLANTIC TRANSPORT LINE.

RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Sailing Saturdays, 10:30 A. M. Pier 14, N. R.
KroonlandJune 11 | FinlandJune
ZeelandJuny 18 | VaderlandJuly

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL Sailing Wednesdays and Fridays, Pier 48, N. R. Ceitic....June 10, 3 P. M. | Arabic..June 24, 8 P.M. Cedric...June 15, 6 A.M. | Oceanic.June 29, 7 A. M Majestic.June 22, 10 A.M. | Teutonic..July 6, 10 A.M NEW SERVICES FROM BOSTON.

Fast Twin-Screw Steamers
of 11,400 to 15,000 tons.

BOSTON—QUEENSTOWN—LIVERPOOL.

HC.....June 16 | Cretic....June 30

BOSTON DIRECT TO THE

NOVA SCOTIA

The Land of Evangeline. Direct Weekly Service Between

NEW YORK, YARMOUTH and HALIFAX

by the DOMINION ATLANTIC RY.'S Superb Twin Screw S. S. PRINCE ARTHUR. lling from the Munson Line S. S. Pier 14 East River, 11 A. M., June 25th, and every Saturday thereafter.

N. Y. to Yarmouth, Round \$25. Halifax, Round \$32.

Including Meals and Cabin Berth. Other Staterooms, \$2.00 to \$5.00, according to location. Rates on Rooms de luxe upon application. With privilege of rail trip between Yarmouth and Halfax if desired. For full particulars and tickets apply to all general tourist agencies, or MUNSON STEAMSHIP LINE, General Agents. General Agenta, 84 Beaver Building, Beaver St., New York.

Hamburg-American.

FOR PLYMOUTH, CHERBOURG, HAMBURG.

OF THE GRENT OCEAN FLYER. S. S. Deutschland JUNE 9, AT 2 P. M.

*Deuts'land. June 9,2 PM | *Hillech'r, Jun. 23, 1:30 PM Waldersee. June 11, 4 AM | Penn'lyania, June 25,3 PM | Hamburg June 16, 11 AM | *Holkie, June 30, 10 A.M | Phœnicia, June 18,8:30 AM | Patricia. July 2, 8 A M

Mediterranean Service. New York—Naples—Genoa. By Superb New Twin-Scrow Steamers. First Cabin, 860 and \$75, Upward. According to Season.

SUMMER CRUISES Around the World

Send for programmes.

HAMBURG-AMERICAN LINE,

Offices, 35 and 37 Broadway. Piers, Hoboken, N. NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
K. Wm. II., June 14 6 AM | K. Wm II. July 12, 2 PM
Kalser... June 21, 10 AM | Kalser... July 19, 10 AM
Kronpring June 28, 6 AM | Kronpring July 28, 230PM
OELRICHS & CO., 5 Broadway, N. Y.

CUNARD LINE.

ence given to articles of domestic production or manufacture, conditions of quality and price (in-cluding in the price of foreign production or manu-facture the duty thereon being equal. A GUAR-ANTEE in 19 per cent. of the value of the articles proposed for must accompany all proposals. UN-GUARANTTED BIDS will not be considered. Blanks for proposals, &c., will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Naphthaline or Petro-leum Paper," and addressed to COLONEI, J. M. MARSHALL, Asst. Quartermaster General, U. S. A., Depot Quartermaster. Umbria. June 18, 104M | Umbria. July 2, 9 AM Campania. June 18, 104M | Umbria. July 9, 10 AM Etruria. June 25, noon Campania. July 16, 9 AM Tuesday Service.

Carpathia. June 14, 2 PM | Aurania. July 16, 9 AM Mediterranean-Adriatic Service.

New (1904) | SLAVONIA. 10,005 tons. Twin-Screw S. S. | PANNONIA, 10,000 tons. Twin-Screw S. S. | ULTONIA, 8,000 tons. Twin-Screw S. S. | ULTONIA, 8,000 tons. Pannonia. June 21, noon Navonia. July 19, noon Uitonia. July 5, noon Pannonia. Aug. 2, noon Apply 20 Broadway, New York.

VERNON H. BROWN, General Agent.

ANCHOR LINE.

Astoria....June 11, 3 PM | Columbia.June 25, 4 PM Anchoria...June 18, noon | Furnessia...July 2, noon First saloon, \$50 and up. Second saloon, \$35 and up; third class, \$26 and up. For Illustrated Hook of Tours apply to HENDERSON BROTHERS, 17 and 19 Brondway. OLD DOMINION LINE For Old Point Conifort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., consecting for Petersbury, Richmond, Virginia Beach, Wash-ngton, D. C., and entire South and West. Freight and passenger steamers sail from Pier 20. N. R., foot Beach St., every week day as 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

Mallery S. S. Lines Prow my ...
Delightful ocean voyages to parts of Texas, Georgia, Fiorida. Ticliess to Texas, Colorado. Mexico, California, Florida, Alabama.
Tourist tickes a specia tty.
Send for Book, "Southern Trips."

IRON STEAMBOAT CIL CONEY ISLAND

They cannot burn!

LANDING at the centre of the great, new and stellar attractions.

SPECIAL TO-DAY.

Leave FOOT 2D ST., North River, 10:00, 11:15

A. M., 12:30, 1:45, 3:00, 4:15, 5:30, 6:45, 8:00 P. M.

LEAVE PIER (NEW) NO. 1.

NORTH RIVER.

Leave NEW IRON PIER, CONEY ISLAND, 31:40

A. M., 12:35, 2:10, 3:25, 4:40, 5:55, 7:10, 8:30, 9:40 P. M.

ROUND TRIP TICKETS, 25 CENTS.

Acker, Merrall & Condit's Liquors and Cigars, served under company management.

STEAMER TAURUS

of Iron Steamboat Fiest will make trips every day:

TO FISHING BANKS.

Leave 3:st St., East River, 7:30 A. M.

BATT AND TACKLE ON BOARD.

Fare: Gentlemen, 75c.; Ladies, E.; Children, 25c.

SI.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD SHOHOLA CLEN

miles from New York, on the beamstrui Delaware River. Express trains leave W. 23d St. 8.55 and 9.25 Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.78 A. M. Returning leave Shohola 4.30 and 5.15 P. M GREENWOOD LAKE GLENS \$1.00—or, with Dinner at Casine, \$1.50. Special express train leaves West 23d St. 9.60 Chambers St. 9.45, Jersey City 10.00 A. M. Return ing leave Glens 5.00 and 6.58 P. M.

> CONEY ISLAND **BOATS**

40 minutes from Battery via DREAMLAND'8 line of fast Iron steamers, "Cape May," "St. John" and "City of Lawrence," Leave West 129th st. at 10:00, 11:00 A. M.: 2:00, 2:00, 6:00, 7:00 P. M. West 22d st., 10:30, 11:30 A. M., 2:30, 3:30, 6:20, 7:20 P. M. Battery at 10:20, 11:30 A. M., 2:60, 3:30, 7:50 P. M. Three of the largest steamers affeat Pienty of 10:00. largest steamers aftoat. Three of the service. Music, dining room, cafe. trip, 30 cents, including admission to DREAMLAND

NFORMATION

Pennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS. STREET AND DESBROSSES AND
CORTLANDT STREETS.

IF The leaving time from Desbrosses and
Cortlandt Streets is five minutes later than
that given below for Twenty-third Street
Station, except where otherwise noted.

135 A. M. CHICAGO SPECIAL.—Parlor, Sleeping
and Dining Cars. For Chicago, Indianapolis
Louisville and St. Louis.

135 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Choinnail,
Indianapolis, St. Louis. Dining Car.

136 P. M. PENNNYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago. Cleveland,
Toledo and Detroit.

135 P. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Nashville (via Cheinnait and Louisville),
Indianapolis, Chicago, St. Louis. Dining Car.

135 P. M. ST. LOUIS EXPRESS.—For Pittsburg.
Cincinnait, Indianapolis, Louisville, St. Louis.
Dining Car. For Gary, W. Va. (via Shenandosh,
Valley Rouse).

135 P. M. WESTERN EXPRESS.—For Chicago.
Dining Car. For Gary, W. Va. (via Shenandosh,
Valley Rouse). Dining Car.

7.55 P. M. PACIFIC EXPRESS.—For Pittsburg, Tojedo and Chicago. For Knoxville, daily, via
Shenandoah Vailey route Connects for Cleveland, except Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati,
Indianapolis and St. Louis.

9.55 P. M. PITTSBURG SPECIAL.—Daily for
Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7.25, 8.26, 79.25, 70.25, 70.055 A. M., 12.25, 712.25, 2.10
(Desbrusses and Cortiandt Streets, 2.20), (3.25
"Congressional Limited," all Parior and Dining
Carts, 78.25, 74.25, 74.25 (Desbrusses and Cortiandt
Streets, 5.10), 9.25 p. m., 12.10 night. Sunday,
8.25, 79.25, 70.55 a. m., 12.25, 712.55 (8.25 "Congressional Limited," all Parior and Dining Carsi,
78.25, 74.25, 74.25 (Desbrusses and Cortiandt
Streets, 5.113), 9.25 p. m., 12.10 night.
SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m.,
12.10 night daily. 12:10 night daily.

ATLANTIC COAST LINE -- Express, 9:26 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE PAILWAY.- Express, 12:25 p. m. and 12:10 night daily.

NORFOLK AND WE STERN RAILWAY.- For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIGO RAILWAY.- 7:35 a. m. week days and 4:55 p. m. daily.

FOR OLD POINT COMFORT and NORFOLK.- 7:25 a. m. week days and 4:55 p. m. daily.

ATLANTIC CITY.- 9:55, a. m. and 2:55 p. m. week days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week days. Parly r Studding Car, Parlor Cars, Dining Car and Standard Coaches on week days.

CAPE MAY.- 2:55 p. m. week days.

LONG BRANCH, ASI LURY P.ARK (Intertaken Sundays). Orean Grove and Point Plecasant (from West Twenty-Inira Street Station), 8:55 a. m., 12:25, 1:25 (Saturd ys only), 2:25, 2:25 a. m. and 4:55 p. m. From Pestrosses and Cortlandt Streets 8:50, 9:00 a. m., 12:26, 1:30 (Saturdsys only), 2:26, 2:30, 3:40, 4:30 and 5:30 p. m. week days. Sundays, Sundays, Sundays, Sils, 9:45 a. m., 5:00 p. m. 12:10 night daily.
ATLANTIC COAST LINE - Express, 9:26 a. m. and

9:45 a. m., 5:00 p. 76

6:05, 7:25, *7:55, 8:25, 2:25, 2:25 (2:25, 8:25, 9:25, 8:25, 9:25, 8:25, 9:25, 8:25, 9:25, 8:25, 9:25, 8:25, 9:25, FOR PHILADELPHIA.

STEAMBOATS. BEATON AND POINTS IN NEW ENG NEW ENGLAND

week days only, 4:00 P. M. Commencing July 1, two steamers, week days, 2:46 P. M. and 12:90 night. Sunday trips commencing June 26.

Tekets and staterooms all Lines, at 113, 261, 678, 1185, 1854 Broadway, 25 Union Square, 182 5th Avenue, 245 Columbus Avenue, 278 W. and 155 E. 125th Street, New York; 4 Court, 80 Fulton Street, 890 Broadway, Broeklyn, and at Piers.

Hudson River by Daylight.

STEAMER MARY POWELL Leaving Desbroases St. at \$15 P. M. (Saturday) 1:45 P. M.) W. 22nd St. \$30 P. M. (Saturday) 1:45 P. M.) Even Saturdays only, 2:20 P. M. Fo Highland Falls, West Point, Cornwall. Newburg New Hamburg, Milton, Poughkeepsie. Rondou and Kingston. Orchestra on board.

THE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO., PORTLAND LINE.

Is a Most Delightful, Refreshing. Short Ocean Voyage. White Mountains, Bar Harbor, Hailfax, easily reached from Portland.

Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this beautiful territory, free at ticket office, 290 Hroadway, cor. Reade St., and Pier (New) 82 East River, New York, or by mail.

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Steamers
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ALTERNATING DALLY AND SUNDAY.
SPLENDID ACCOMMODATIONS. FINE CUISINE,
BEST SERVICE, ORCHESTRA.
Steamers sail from Fier 32, N. R., foot of Canal
St., 6 P. M., arriving at Albany is time for connections North, East and West. Telephone 3600—Spring

\$0c.—LONG BRANCH AND BACK—\$0c. \$0c.—ASBURY PARK AND BACK—\$0c. Week Days: Leave Bloomücid St., N. R. (3 blocks below W. 14th St Ferry), 8:55, 11:00 A. M., 2:40 P. M. Saturday—8:55 A. M., 12:45, 2:40 P. M. Lv. Battery (nr. So Ferry), 9:20, 11:30 A.M., 3:10 P.M. Saturday—9:20 A. M., 1:15, 3:10 P. M. JOY LINE. PROVIDENCE, \$2.00 EVERY WEEK DAY BOSTON. DIRECT \$3.00 NOST DELIGHTFUL TRIP IN AMERICA. From Pier 35 East River. 'Phone 800 Orchard.

HARTFORD LINE: from New Pier 10. East River, foot of Peck Slip daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pler daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill, Hudson & Coxsackie Boats Leave Pier 48, N. R., week days, e P. M.

QUICKEST PERMANENT CURE in diseases of men: dangerous cases solicited; relief at once; those desiring only first-class scientific treatment should call. The leading specialist, Dr. BONSCHUR 141 West 21st st. Hours #2 & 6.6; Sundays, 10-12. SCHROEDER'S SANITARIUM, female specialists; careful, skiful, confidential treatment; strictly private; confinements; adoptions. 26 June 18th st. RAILROADS,

ENFORMATION

"AMERICA'S GREATEST RAILROAD."

ENTRAL HUDSON RIVER AL & Trains depart from Grand Central Station, 424 treet, New York, as below:
North and west bound THE SIX-TRACK TRUNK LINE

Trains depart from Grand Central Station, 426
street, New York, as below:
North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, II:30 P. M., with the stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.
12:10 A. M.—MIDNIGHT EXPRESS.
8:30 A. M.—FEMPIRE STATE EXPRESS.
8:30 A. M.—FEMPIRE STATE EXPRESS.
12:50 P. M.—BUFFALO LIMITED.
1:00 P. M.—SOUTHWESTERN LIMITED.
1:00 P. M.—CHICAGO LIMITED.
1:00 P. M.—The 20th CENTURY LIMITED.
2:45 P. M.—The 20th CENTURY LIMITED.
3:30 P. M.—ALBANY AND TROY ELYER.
4:00 P. M.—CHICAGO LIMITED.
5:30 P. M.—VAKE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VAKE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VAKE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VAKE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VAKE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VARE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VARE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—VARE SHORE LIMITED.—396
hour train to Chicago, via Lake Shore.
5:30 P. M.—"CHICAGO & ST. LOUIS EXPRESS.
7:30 P. M.—SOUTHWESTERN SPECIAL.
9:30 P. M.—"CHICAGO & ST. LOUIS EXPRESS.
11:30 P. M.—"CHICAGO & ST. LOUIS EXPRESS.

HARLEM BIVISION.

9:08 A. M. and 8:35 P. M. daily except Sucker so Pittafield and North Adams, Sundays at 9:30 A. M. Pulman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 149, 415 and 12:6 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 128th st., Grand Central and 125th st. stations, New Tork: 238 and 726 Fulton st. and 106 Broadway, Broadings.

Telephone "500 S8th street" for New York Central Cab Service. Baggage cheoked from notel or rasidence by Westcott Express Company.

A. H. SMITH,

Gen'l Manager.

Gen'l Pass't Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West & d. at., N. R.:

1:00 P.M.—Chicago Express.

2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.

6:00 P.M.—Bor Roch., Buffalo, Clevel'd & Chicago.

18:00 P.M.—Bor Syra, Roch., Nig. Falis, Det. & Ght.

"Dally. #Dally, except Sunday. Burgage checked from hotel or residence by Westcott Express."

A. H. SMITH.

Gen. Passt Agent.

New York and Boston All Ball

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Leave By way of Book By Way of By Way

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below)

EASTON, BETHLEHEM ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Baston caty). 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Baston caty). 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Baston caty). WILKESHARRE AND SCRANTON—24:500 P. M. WILKESHARRE AND SCRANTON—24:500 P. M. LAKEWOOD, LAKEHURST, TOMS BAVES AND BARNEGAT—24:50 "9:40 A. M., 1:00 P. M. Sundays, 9:40 A. M., 4:40 P. M. Sundays, 9:40 A. M., 1:40 P. M. VINELAND AND BRIDGETON—124:30 A. M., (21:30 P. M.) PAYAL RIVER LINE for Newport, Fall River, Bos son and all Eastern and Northern Points. Site amers PRISCILLA and PURITIAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., werk days and Sundays at 5:30 P. M.
P ROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and FALGRIM. Orchestra on each. Leave Pier 18, A. R. foot Murray St., week days only at 6 P. M., NORWICH LINE for New London, Block Island, Norwich, Stonington, Watch Hill, Narragansett Pier, Worcester, Boston, North and East. Streen, CITY OF LOWELL & CHESTER W. CHAPIN. Live. Pier 40, N. R., ft. Clarkson St.. week days only, 6:00 P. M.

NEW HAVEN LINE for New Haven, Hartford, Springfield and North, Steamer RICHARD, North St. Week days only 4:00 P. M., 21:215 mdt.

READING. HARRISBURG POTTSVILLE RADING, 12:30, 7 AND WILLIAMSPORT—Habo, 24:25, 78:00, [19:10]
(10:00 1:00 A. M., Reading only, 18:100, [19:10]
12:20 P. M., Reading Pottsville and Harrishney
only, 14:00, 15:00 P. M.

8ANDY HOOK ROUTE—Fr. ft. of Rector 3t.,
Pr. 8. Atlantic Hids., Scabright, Monmouth 3ch.,
and Long Branch. Asbury Park, Pt. Pleasant,
10:00 A. M., 1:00, 3:50 P. M. Sundays, 10:30
A. M., 1:00, 8:50 P. M. Sundays, 10:30
Zfrom Liberty Street only, "Dally, "Dally,
except Sunday, 45:unday only, "Parior cars
only, livia Tamaqua xSaturdays absorpts
Saturdays.

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Saturdays.

Offices: Liberty St. Ferry. South Ferry, 6 Astor
House, 261, 434, 1300, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 183 East 128th St., 778
West 128th St., 245 Columbus Av., New York; 6
Court St., 344, 869 Fulton St., B'klyn; 180 B'way,
W'msburg. New York Transfer Co. calls for and
checks baggage to destination.

W. G. BESLER,
Vice Pres. and Gen. Mgr. Gen. Pass'r Agt ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. B. TO BALTIMORE and WASHINGTON "EVERY OTHER HOUR ON THE EVER HOUR."

CN THE EVEN HOUR."

Lv. Liberty street, 8:00 am, Except Sun. Buffet, 19:00 am, Daily. Diner. 12:00 noon, Daily. Diner. 25:00 pm. Daily. Diner. 25:00 pm. Daily. Diner. 7:00 pm. Daily. Diner. 7:00 pm. Daily. Diner. 7:00 pm. Daily. All Pullman. 12:15 night, Daily. Seepers. 12:15 night, Daily. Seepers. 12:15 night, Daily. Sunday only. Offices: Liberty St. Perry. South Ferry. 6 actor House, 261, 434, 1300, 1354 Broadway, 152 5th Av. 25 Union Square West, 185 Forsadway, 155 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 157 5th Av. 25 Union Square West, 158 Forsadway, 158 5th A

BALTIMORE AND OHIO RAILBOAD ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR."

TO BALTIMORE and WASHINGTON Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 8:00 am, Except Sun, F 10:00 am, Daily, 12:00 noon, Daily, 2:00 pm, Daily, 4:00 pm, Daily, 4:00 pm, Daily, 5:00 pm, 5:00 SPLENDID TRAIN SERVICE.

THROUGH TRAINS TO THE WEST. THROUGH TRAINS TO THE WEST.

Lv. New York City, South Ferry, Liberty St. Dally Chicago, Pittsburg. 12:10 nt. 12:15 nt. Steeper Chicago, Columbus. 1:55 pm. 2:00 pm. Diner Pittsburg Cleveland. 3:55 pm. 7:00 pm. Diner Cincinnati, St. Louis. 9:55 pm. 7:00 pm. Buffet Cincinnati, St. Louis. 9:55 am. 10:00 am. Diner Cincinnati, St. Louis. 5:55 pm. 6:50 pm. Diner Cincinnati, St. Louis. 5:55 pm. Diner Cincinnati, St. Louis. 5:55 pm. Diner Cincinnati, St

LEHIGH VALLEY. Foot of West 28d A. Cortlands and Desbrosses St. C. Daily. † Except Sunday. Sunday changes: C. E. di.is. e7.45. nb.8. x5.45. Mauch Chunk Local 12.55 AN 13.65 AN 13.

Tickets and Pullman accommodations at 16, 30, 180, 255, 1254 and 1251 Broadway, 132 5th Ave. 35 Vinton Sq. West, 245 Columbus Ave., N. Y.; 354 360 Fulton St., a Couri St., 260 Broadway, & Fr. Pulton St., Broadkys. R. Y. Transfer Co. will call for and check begging. Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta. 1830 A.M.—For Binghamton and Syracuae.

10300 A.M.—Por Buffalo, Chicago and St. Leuis.

1140 P.M.—For Buffalo and Chicago.

1400 P.M.—For Scranton and Plymouth.

610 P.M.—For Buffalo and Chicago.

845 P.M.—For Utica, Oswego, Ithaca, Buffalo.

2200 A.M.—For Chicago—Sleepers open at 9 P. M.
Tickets, 149, 429, 1183, 1424 Broadway, N. Y. 334

Pulton st., Brooklyn. *Daily, Except Sunday

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